

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

DATA SHEET

FOR NPS USE ONLY
RECEIVED JUL 30 1976
DATE ENTERED DEC 12 1976

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
Galveston Causeway
AND/OR COMMON

2 LOCATION

STREET & NUMBER Across Galveston Bay, from Virginia Point on the mainland
to Galveston Island.

CITY, TOWN Galveston
CONGRESSIONAL DISTRICT 9

STATE Texas CODE 48 COUNTY Galveston CODE 167

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME Bridge is jointly owned by the Galveston, Houston & Henderson Railroad Co., South-
STREET & NUMBER ern Pacific Transportation Co., and the Atchison, Topeka and Santa Fe Railway Co.

CITY, TOWN Galveston VICINITY OF STATE Texas

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Galveston County Courthouse

STREET & NUMBER

CITY, TOWN Galveston STATE Texas

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Texas Historic Engineering Site Inventory

DATE 1974
_FEDERAL STATE _COUNTY _LOCAL

DEPOSITORY FOR SURVEY RECORDS History of Engineering Program, C.E. Dept., Texas Tech University

CITY, TOWN Lubbock STATE Texas

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Legend

The Galveston Causeway, as originally built, consisted of earthen embankments on both Galveston Island and Virginia Point ends, 28-reinforced concrete arch spans, and a steel draw bridge. The Causeway stretches a total of 10,675 feet across the bay. Of this distance, 8,219 feet of the Causeway in reality was composed of earthen embankment, 3,969 feet of this embankment was on the Virginia Point end and 4,523 feet was on the Galveston end. The bridge, at time of completion, carried a county highway, electric interurban tracks, and steam railroad tracks.

The arch section of the Galveston Causeway originally consisted of 28-70 foot reinforced concrete arches. Out of these 28 arches, 14 were located on either side of the draw bridge. Each section of 14 arches was divided into two groups of seven each by "abutment piers" measuring 33 feet by 82 feet at the base. All of the piers rested on creosoted wooden pile foundations. The arch section was 66 feet wide and carried the highway, one interurban track, and two railroad tracks.

The Scherzer rolling lift drawbridge on the Galveston Causeway, as completed in 1912, was the largest of its kind in the world. It weighed 3,293,000 pounds, 700 tons of which was in actual steel and the remainder of which consisted of 500 cubic yards of concrete used as a counterbalance. The draw span provided a 100 foot clear opening for the passage of ships in Galveston Bay. The lift was operated by two-50 horsepower motors, furnished with electricity from the interurban line. In addition, there was a storage battery system which powered the lift motors when the electric power source from the interurban line failed. To support the immense weight of the drawbridge a very large concrete pivot-pier was constructed.

Earthen embankments on either end of the concrete arch spans, which in 1912 composed the greatest part of the structure, were in effect simple earthen berms protected by concrete slabs and retained by walls of concrete sheet piling. The reinforced concrete sheet piles for retaining the fill were 10 inches thick, 18 inches wide, and 18 to 25 feet long. The concrete piles were reinforced with steel and cast with tongue and groove designs on their sides to make a solid wall when driven into the bottom of the bay. All of the concrete sheet piles were cast at the construction camp at the island end of the bridge. The earthen fill for the embankments was moved to the side by hydraulic-fill techniques using dredges and large centrifugal pumps. The embankment sections of the original causeway were 154 feet wide and carried the two-lane county highway, two interurban tracks, and two railroad tracks with space for the future addition of two more railroad tracks.

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CONTINUATION SHEET

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After the Galveston Causeway was dedicated on May 25, 1912, it served for three years until it was severely damaged and placed temporarily out of commission by the August 1915 Galveston Hurricane. This was the first severe tropical storm to hit Galveston after the devastating 1900 storm in which several thousand residents were killed. In the 1915 storm the central portions of the causeway, the concrete arch and steel draw sections, survived with only slight damage. However, the earthen embankment sections were almost entirely destroyed when the earth fill washed away in the wind and water.

In late 1917, reconstruction work began on the Galveston Causeway. In the work which followed most of the original earthen embankments were replaced with concrete arches similar to the one which had successfully withstood the storm, thus making the Galveston Causeway the continuous arched bridge which is familiar today. As completed in 1922, the reconstructed causeway contains 51 arches on the Virginia Point end and 28 arches on the Galveston Island end. The bridge remains in this basic condition and today continues to carry railway traffic from the mainland to Galveston, and vice-versa. The county highway, no longer sufficient to carry the increased automobile traffic, is currently used as a railroad service road.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input checked="" type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input checked="" type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES Built July 1909 to May 25, 1912. BUILDER/ARCHITECT ~~Designed by the Concrete Steel Engineering Co., New York.~~ Con-

STATEMENT OF SIGNIFICANCE ~~crete and earth portion built by A.M. Blodgett Construction Co., Kansas City, Mo. Steel draw span built by Penn Bridge Co., Beaver Falls, Penn.~~

Constructed by the County of Galveston and a consortium of private railway companies in 1909-1912, the Galveston Causeway was the first successful bridge to span Galveston Bay and represents the first reliable transportation and communications link with the mainland. The 1912 Causeway has helped to integrate insular life at Galveston with that of the mainland since its construction and has provided the people of Galveston with a constant supply of fresh water via the 30-inch water main safely encased within the concrete causeway. (The 1900 hurricane had destroyed this valuable lifeline and the city was without fresh water for several days.). Thus the 1912 Causeway was a welcomed and appreciated addition to Galveston. In 1912, Galveston was one of the South's major ports and the central distributing point for an enormous district in the West and Southwest. But only one single-track trestle bridge connected the city with the mainland, thereby greatly restricting commerce. However, the new causeway, with room for six standard gauge railroad tracks, two electric interurban tracks (with room for two more), and a 40-foot wide county road served to alleviate the transportation and communications problem and gave an impetus to commerce and industry that was far-reaching in its effect. The importance of Galveston as a port and trade center was maintained. The completion of the 1912 Galveston Causeway prevented commercial repercussions which would have been felt at the national level. Likewise, the economic status of Galveston and of the State of Texas was much enhanced by the increased flow of transportation and communications which had a direct impact upon the expansion of commerce and industry. While it is true that other causeways of the type found at Galveston were erected along the Gulf Coast, none of these were so important to the welfare of the city and state which they served as was the Galveston Causeway. The Galveston Causeway was also unique in that the Scherzer rolling lift bridge built at its center to give clear passage to ships was, in 1912, the largest structure of its kind in the world. The 1912 Causeway stands as a tribute to the people of Galveston in their recovering from a seemingly hopeless situation following the hurricane of 1900.

Constructed in 1909-1912, the Galveston Causeway has since that time been in constant use except for a period between 1915 and 1922 when portions of the

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Causeway, the earthen approaches, were washed out by a storm in 1915. For two years the Galveston Causeway remained inoperable. The intact concrete and draw sections mockingly stood by themselves in the center of the bay. A temporary wooden railway trestle, hastily erected, served as the only link to the mainland. Reconstruction work on the Galveston Causeway continued from late 1917 to early 1922 at which time the structure returned to normal service. Since 1922 the Causeway has served with only brief interruptions as a continuous link between the city and county of Galveston and the mainland of Texas.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- Baker, T. Lindsay. "Old Causeway Has Served as Near-Continuous Link with Mainland." The Galveston Daily News (Galveston, Texas), August 11, 1974, Sec. B, pp. 1, 11.
- "The Construction of the Galveston Causeway." Engineering Record, LXIII, No. 21 (May 27, 1911), pp. 576-578.
- "The Galveston Causeway." Engineering Record, LXII, No. 6 (October 15, 1910), pp. 424-426.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Approx. 39 acres.

UTM REFERENCES

A	1,5	31686,0	324219,0	B	1,5	31177,5,0	3,2416,6,0
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C	1,5	31156,0,0	312428,9,0	D			

VERBAL BOUNDARY DESCRIPTION

The Galveston Causeway, as nominated, includes the 10,642' long concrete arch viaduct across Galveston Bay and its approaches and abutments. The Scherzer rolling lift bridge, an integral part of the Causeway, is also included. The Galveston Causeway connects Galveston Island with Virginia Point on the mainland.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Murray R. Arrowsmith,

Research Associate

ORGANIZATION

History of Engineering Program

DATE

April 5, 1976

STREET & NUMBER

P.O. Box 4089

TELEPHONE

(806) 742-1313

CITY OR TOWN

Lubbock

STATE

Texas

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Murray Arrowsmith
SHPO

7-26-76

TITLE

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

loting

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE

12/12/76

ATTEST:

KEEPER OF THE NATIONAL REGISTER

DATE

10.26.75

Property Malveston Causeway
State Tx Working Number 11.11.75.2030

TECHNICAL
Photos 4
Maps 1

acreage missing

CONTROL
OK pl
11.13.75

appears eligible, but no statement of significance & no indication on map or in #10 of how much of the Causeway is being nominated.

HISTORIAN
Return
W.R. Luce
12/17/75

Section B minimal — map & acreage are insufficient

ARCHITECTURAL HISTORIAN
RETURN
H. J. Jand
12/22/75
ARCHEOLOGIST

OTHER

Significance is a bit thin.

✓
HAER
Inventory *T.L. Baker* *8/73*
Review *Return* *Endy* *1/20*

REVIEW UNIT CHIEF
Return
Cole
2/23/76

BRANCH CHIEF

KEEPER

National Register Write-up _____ Send-back 3.11.76 Entered _____
Federal Register Entry _____ Re-submit 7.30.76

INT:2106-74

Property Galveston Causeway

State Texas

Working Number 11.11.75.2030

Galveston
Ref. # 76002028

TECHNICAL

Photos 4
Maps 1

CONTROL

OK pl
8.2.76

Bridge surface is 16 acres, so 39 may not be excessive, but a verbal boundary description and an accurate map are needed. Figures don't add up.

HISTORIAN

CALL
L. Engled
12 & 76

MAP IS IMPROPERLY MARKED, ACREAGE EXCESSIVE, FIGURES DO NOT ADD UP.

ARCHITECTURAL HISTORIAN

(RETURN) / CALL AFTER REVIEW
BY HAER 10.8.76
LEBOVITZ

corrected
impossible to figure
acreage without
properly
drawn map

Paul
Hutchinson

ARCHEOLOGIST

OTHER

→ **HAER**

Inventory _____
Review Accept Endy
11/2

REVIEW UNIT CHIEF

active
BRANCH CHIEF

accept
Cole
11/22/76

KEEPER

Hunt
for Muntz
11.26.76

National Register Write-up _____
Federal Register Entry 2-7-77

Send-back _____
Re-submit _____

Entered DEC 12 1976

INT:2106-74



Galveston Causeway
Galveston County
Galveston, Texas

JUL 30 1976

History of Engineering, History of Engineering
Program, Texas Tech University January 1973
Northeast beneath northwestern most arch of
the Galveston Causeway showing Galveston
Bay in the background.

124

DEC 12 1976

PROPERTY OF THE NATIONAL REGISTER



Galveston Causeway
Galveston County
Galveston, Texas

JUL 30 1976

History of Engineering, History of Engineering Program, Texas Tech Univ. January 1973
Southeast along the former county highway
portion of the Galveston Causeway from the
Virginia Point (Northwest) end of the
structure. The modern highway causeway is
at the right side of the photograph.

24

DEC 12 1976

PROPERTY OF THE NATIONAL REGISTER

No
FISHING



Galveston Causeway
Galveston County
Galveston, Texas
History of Engineering Program, May 1973
Full view of the Galveston Causeway south-
east from Virginia Point.

JUL 30 1976

344

DEC 12 1976

PROPERTY OF THE NATIONAL REGISTER



Galveston Causeway
Galveston County
Galveston, Texas

JUL 30 1976

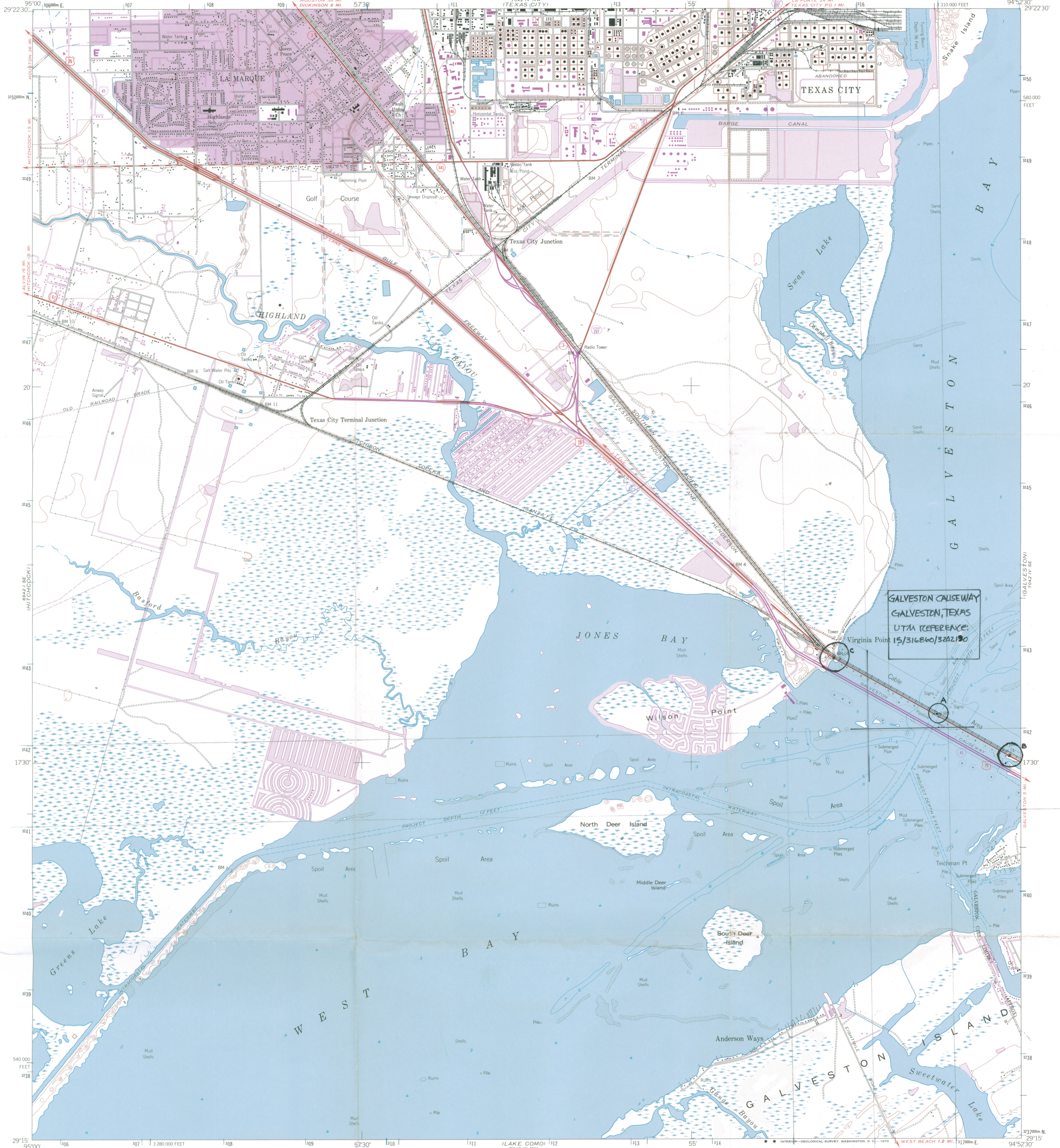
Rosenbery Library, Galveston, Texas, History
of Engineering Program, Texas Tech Univer-
sity, 1912

Dedication of the Galveston Causeway in 1912

424

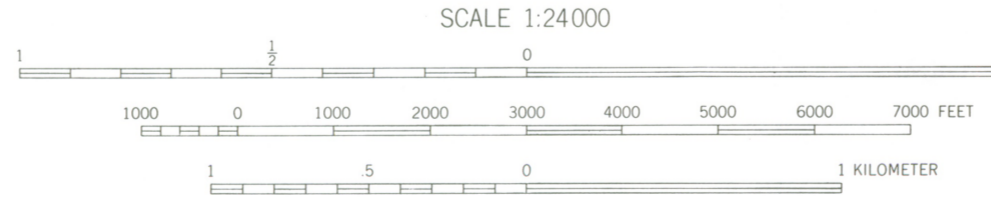
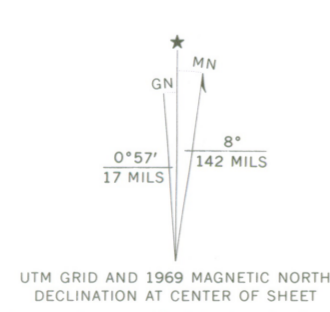
DEC 12 1976

PROPERTY OF THE NATIONAL REGISTER



Mapped by the Army Map Service
Published for civil use by the Geological Survey
Control by USGS, USCGS, USCE, TVA and
Texas Reclamation Department
Topography from aerial photographs by multiplex methods
and by planetable surveys 1943. Revised by photogrammetric
methods from aerial photographs taken 1952. Field check 1954
Hydrography compiled from USC&GS chart 886 (1953)
Polyconic projection. 1927 North American datum
10,000-foot grid based on Texas coordinate system,
south central zone
1000-meter Universal Transverse Mercator grid ticks,
zone 15, shown in blue

Revisions shown in purple compiled by the Geological Survey from
aerial photographs taken 1969. This information not field checked
Purple tint indicates urban areas



CONTOUR INTERVAL 5 FEET
DATUM IS MEAN SEA LEVEL
DEPTH CURVES AND SOUNDINGS IN FEET-DATUM IS MEAN LOW WATER
SHORELINE SHOWN REPRESENTS THE APPROXIMATE LINE OF MEAN HIGH WATER
THE MEAN RANGE OF TIDE IS APPROXIMATELY 1 FOOT

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR WASHINGTON, D. C. 20242
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION

- Heavy-duty ———
- Medium-duty ———
- Unimproved dirt - - - - -
- Interstate Route ———
- U. S. Route ———
- State Route ———



VIRGINIA POINT, TEX.
N2915-W9452.5/7.5

1954
PHOTOREVISED 1969
AMS 7042 IV SW-SERIES V882

ENTRIES IN THE NATIONAL REGISTER

STATE TEXAS

Date Entered DEC 12 1976

<u>Name</u>	<u>Location</u>
Menard, Michel B., House	Galveston Galveston County
Galveston Causeway	Galveston Galveston County
St. Joseph's Church	Galveston Galveston County
Stage Coach Inn	Chappell Hill Washington County
Giddings-Wilkin House	Brenham Washington County
Regency Suspension Bridge	Regency vicinity Mills County
Bell County Courthouse	Belton Bell County

Also Notified

Hon. John G. Tower
Hon. Lloyd M. Bentsen
Hon. Jack Brooks
Hon. J. J. (Jake) Pickle
Hon. W. R. Poage
Regional Director, Southwest
Region

State Historic Preservation Officer
Mr. Truett Latimer
Executive Director
Texas Historical Commission
P.O. Box 12276, Capitol Station
Austin, Texas 78711

Others —

1/25/77 *ed*

BRYAN CARNEGIE LIBRARY

Owner:

City of Bryan
Mayor and City Officials
Bryan, Texas 77840

Bezas
3/4/77

LISTED

ADOLPHUS STERN HOUSE

Owner:

City of Nacogdoches
Mayor and City Officials
Nacogdoches, Texas 75961

3/4/77
county

LISTED

TURKEY ROOST PETROGLYPHS

Owner:

Pleas Childress
P. O. Drawer K
Ozona, Texas 76943

PENDING

TAX REFORM ACT

MAR 15 1977

GALVESTON CAUSEWAY

Owner:

County of Galveston
Galveston County Courthouse, 722 Moody St.
Galveston, Texas 77550

ETON
3/4/77

LISTED

NATIONAL REGISTER DATA SHEET

1 NAME as it appears on federal register: Galveston Causeway
 2 OTHER NAMES:
 3 date of entry: 12-12-76
 4 county code: 167

5 LOCATION street & number * see reverse
 city / town Galveston
 vicinity of
 state TX
 county Galveston
 6 NPS REGION: Southwest

7 OWNER PRIVATE STATE MUNICIPAL COUNTY MULTIPLE FEDERAL (agency name)
 8 ADMINISTRATOR:
 9 EXISTING SURVEYS HABS HAER NHL
 10 FUNDED? YES NO
 11 CONGRESS. DISTRICT 9th
 12 SOURCE of NOMINATION STATE FEDERAL

13 WITHIN NATIONAL REGISTER HISTORIC DISTRICT? YES, NAME NO
 14 WITHIN NATIONAL HISTORIC LANDMARK? YES, NAME NO
 15 ACREAGE approx. 39 acres
 if state who prepared form? SHPO
 LOCAL PRIVATE ORGANIZATION

16 CONDITION
 excellent
 good
 fair
 deteriorated
 ruins
 unexposed
 unexcavated
 altered
 unaltered
 reconstructed
 excavated
 original site
 moved
 unknown
 17 features:
 INTERIOR SUBSTANTIALLY INTACT-1
 NOT INTACT-0
 UNKNOWN-4
 NOT APPLICABLE-7
 EXTERIOR SUBSTANTIALLY INTACT-2
 NOT INTACT-0
 UNKNOWN-5
 NOT APPLICABLE-8
 ENVIRONS SUBSTANTIALLY INTACT-3
 NOT INTACT-0
 UNKNOWN-6
 NOT APPLICABLE-9

18 ACCESS YES-Restricted YES-Unrestricted No Access Unknown
 19 ADAPTIVE USE YES NO
 20 SAVED? YES
 IS PROPERTY A HISTORIC DISTRICT? yes no

21 AREAS OF SIGNIFICANCE:
 ARCHEOLOGY-prehistoric-2
 COMMERCE-6
 ARCHEOLOGY-historic-1
 AGRICULTURE-3
 ARCHITECTURE-4
 ART-5
 ENGINEERING-11
 ENTERTAINMENT-26
 EXPLORATION-12
 HEALTH-27
 ECONOMICS-9
 EDUCATION-10
 LANDSCAPE ARCH.-15
 LAW-16
 LITERATURE-17
 MILITARY-18
 MUSIC-19
 PHILOSOPHY-20
 POLITICS/GOVT.-21
 RELIGION-22
 SCIENCE-23
 SOCIAL/HUMANITARIAN-24
 SOCIAL/CULTURAL-30
 TRANSPORTATION-25
 RECREATION-28
 SETTLEMENT-29
 URBAN PLANNING-31
 OTHER (SPECIFY)
 22 CLAIMS: explain
 'first' SUCCESSFUL BRIDGE SPANNING GALVESTON BAY
 'oldest'
 'only'

23 functions
 WHEN HISTORICALLY SIGNIFICANT: Bridge
 CURRENTLY: Bridge
 24 dates of initial construction: 1909--12
 major alterations:
 historic events:
 25 ETHNIC GROUP ASSOCIATION

26 architectural style(s):
 27 architect:
 28 master builder:
 29 engineer:
 * see reverse
 30 landscape architect / garden designer:
 31 interior decorator:
 32 artist:
 33 artisan:
 34 builder/contractor:

35 NAMES give role & date
 PERSONAL:
 EVENTS:
 INSTITUTIONAL:

36 NATIONAL REGISTER WRITE-UP REINFORCED CONCRETE, STEEL; [#] 79 ARCH SPANS WITH [#] DRAW BRIDGE; [#] 10,675 FEET ^{long, LENGTH overall,} 66 FEET WIDE, CONCRETE PIERS ON WOODEN PILE FOUNDATIONS, EARTHEN ABUTMENTS; RECONSTRUCTED 1917 FOLLOWING DEVASTATING 1915 HURRICANE; (STILL IN USE FOR RAILROAD TRAFFIC) [#] FIRST SUCCESSFUL BRIDGE TO SPAN GALVESTON BAY;

reviewers initials GEOFF date 6.14.77

* (5) location - ^{✓ Span} Across Galveston Bay, from Virginia Point ~~on the mainland~~ to Galveston Island.

* (29) engineers - designed by the Concrete Steel Engineering Co., N.Y., concrete and earth portion built by A.M. Blodgett construction Co., Kansas City, MO, steel draw span built by Penn Bridge Co., Beaver Falls, PA.